JAMES MOUNTAIN ROAD - CLASS ENVIRONMENTAL ASSESSMENT - PUBLIC INFORMATION PACKAGE

JAMES MOUNTAIN ROAD
CLASS ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION PACKAGE

August, 1995

WELCOME

The Project Team would like to take this opportunity to thank you for the time you have invested in the James Mountain Road study. Your comments continue to play an important role in the overall direction this study is taking.

PLEASE SIGN–IN

Before proceeding, please take a moment to sign the attendance register.

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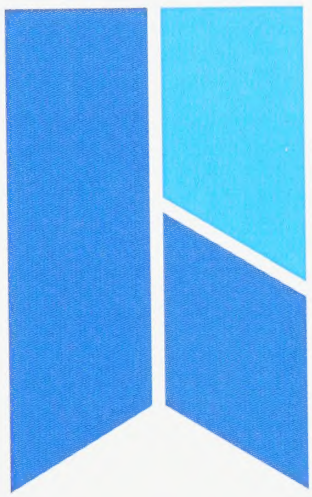

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PROJECT TEAM

The following individuals make up the James Mountain Road Project Team:

Gerry Forbes P.Eng. *Region of Hamilton-Wentworth*	*Project Manager*
Pam Hubbard / Chris Murray *Region of Hamilton-Wentworth*	*Environmental Planners*
Bob McLaughlin P.Eng. *Philips Consultants*	*Consultant Project Manager*
David Sinke P.Eng. *Philips Consultants*	*Consultant Project Engineer*
Jim Dougan *Dougan and Associates*	*Biologist*
Stephan Crispin *Dougan and Associates*	*Landscape Architect*
David Cuming M.C.I.P. *Unterman McPhail Cuming Associates*	*Heritage Assessment Consultant*
Hazem Gidamy P.Eng. *S.S. Wilson and Associates*	*Noise Assessment Consultant*

The Project Team has worked closely with representatives from Regional/Area Planning, Public Works and Traffic departments, Niagara Escarpment Commission and Hamilton Region Conservation Authority.

PURPOSE OF THE PUBLIC INFORMATION CENTRE

The purpose of this Public Information Centre is to provide you with the opportunity to:

- *review the selected 2 lane roadway cross-section and roadway alignment alternatives;*
- *review solutions to traffic operation problems in the study extension;*
- *prepare for the Wednesday August 16, 1995 Workshop which will be used to obtain community input on the recommended roadway alignment; and*
- *ask questions and record comments.*

Why should we reconstruct James Mountain Road?

BACKGROUND

In the fall of 1994, following the collapse of a small retaining wall adjacent to James Mountain Road, and further deterioration of existing slopes, Regional Council authorized staff to identify and resolve problems associated with James Mountain Road.

Since that time staff, together with government and the public, have identified and assessed a number of problems and related solutions. (see ROADWAY PROBLEMS/SOLUTIONS board).

This study follows the environmental planning process for schedule 'C' projects as outlined in the Class Environmental Assessment for Municipal Road Projects Document (June 1993). Public consultation has and will continue to play an important role in this decision making process.

PUBLIC CONSULTATION

Since the fall of 1994, two Public Workshops have been held.

1st Public Workshop
Wednesday, Feb. 15/95
7:00 p.m. – 10:00 p.m.
Hamilton Public Library

2nd Public Workshop
Wednesday, April 12/95
7:00 p.m. – 9:30 p.m.
Central Public School
119 Hunter St. West

Public input received to date has directed this study in the following ways:

- *extended the southern boundary of project study area from Inglewood Dr. to St. Josephs Dr. (see study area map);*
- *added pedestrian access, drainage, and traffic operations in the Markland St. area to the list of problems identified at the outset of the study (i.e., slope stability, and roadway design safety); and*
- *assisted staff in the evaluation and selection of alternative solutions to the problems previously identified.*

VARIABLES OF ROADWAY DESIGN

Design of any roadway involves making basic decisions on the following two variables, which will be referred to throughout this presentation:

CROSS SECTION: *elements which make up the roadway including lanes, curb and gutter, sidewalks, boulevard, guiderail etc., and their respective widths.*

ALIGNMENT: *path which the proposed road is to follow and side on which to widen.*

ROADWAY PROBLEMS AND SOLUTIONS

1. Problem: ROADWAY DESIGN

The accident rate on James Mountain Road is higher than the average for arterial roads in the City of Hamilton. Most of the accidents are head on, rear end or single motor vehicle. Typical causes of these accidents are narrow lanes, curving alignment, slippery pavement and speeding. In some areas, existing lane widths do not meet the minimum engineering standards.

Preferred Solution:
WIDEN EXISTING LANE WIDTHS TO 3.5 METRES AND MINOR CHANGES IN THE ALIGNMENT

The proposed cross section and alignment will be presented at the workshop.

2. Problem: SLOPE STABILITY

There are sections where slope instability has occurred. The Region must ensure that all roadways are stable/ safe.

Solution:
A SUITABLY DESIGNED RETAINING WALL

Slope instability on the downhill side requires construction of a retaining wall. In general, a retaining wall will be less disruptive to the local environment than suitably graded slopes.

Continued...

ROADWAY PROBLEMS AND SOLUTIONS (Continued)

3. Problem: ROADWAY DRAINAGE

Catchbasins on James Mountain Road are not placed properly to collect existing runoff.

Solution:
STORMSEWER SYSTEM

This system will include curbs, gutters and catchbasins.

4. Problem: MOTORIST/PEDESTRIAN ACCESS AND SAFETY

Police tell us that break downs occur almost daily on James Mountain Road. Drivers of vehicles that break down must have a safe place to stop their vehicle, which will not close down traffic and will allow safe access to emergency phones. In addition, Vision 2020 calls for greater pedestrian access throughout the Region.

Solution:
1.5 METRE WIDE REFUGE/WALKWAY

The refuge/walkway would be provided on the downhill side of the roadway in order to connect to the existing stairway at Inglewood Drive. It will also provide space for vehicles that are temporarily broken down.

TRAFFIC OPERATIONS PROBLEM/SOLUTION

Problem:

The proximity of driveways and intersections and the part-time turn prohibition from James St. to Markland St. cause traffic congestion and increased collision potential during peak hours. Improvements to traffic operations in the Study Extension (i.e., Inglewood Dr. to St. Josephs Dr.) must be undertaken as a part of the James Mountain Road Project.

Solution:

In general, the roadway width and alignment are such that structural changes/reconstruction are not required. Non-structural improvements (e.g., relocating the bus stop on St. Josephs Drive) are the preferred solution for the Study Extension area. In regards to the turn prohibition to Markland Street, a full time prohibition is recommended. The Road Departments recommendation along with your comments will be presented to Regional Council.

PUBLIC INPUT

You have indicated to the Project Team that the James Mountain Road study area contains a number of important features. The following represents a general summary of the concerns you have raised since this study began.

Safety:	*Vehicular and pedestrian safety is of primary concern.*
Cost:	*Cost effective solutions should be considered.*
Heritage Features:	*There are a number of heritage features such as buildings, walls and the roadway itself that add character to this area.*
Roadway Character:	*Motorists and local residents enjoy the natural character of this roadway landscape.*
Property Access:	*Land owners whose driveways directly access the roadway have very limited space to manoeuvre.*
Property Required:	*Minimize land required from private property owners.*
Noise:	*Will the noise in this area will be noticeably higher?*

Continued...

PUBLIC INPUT (Continued)

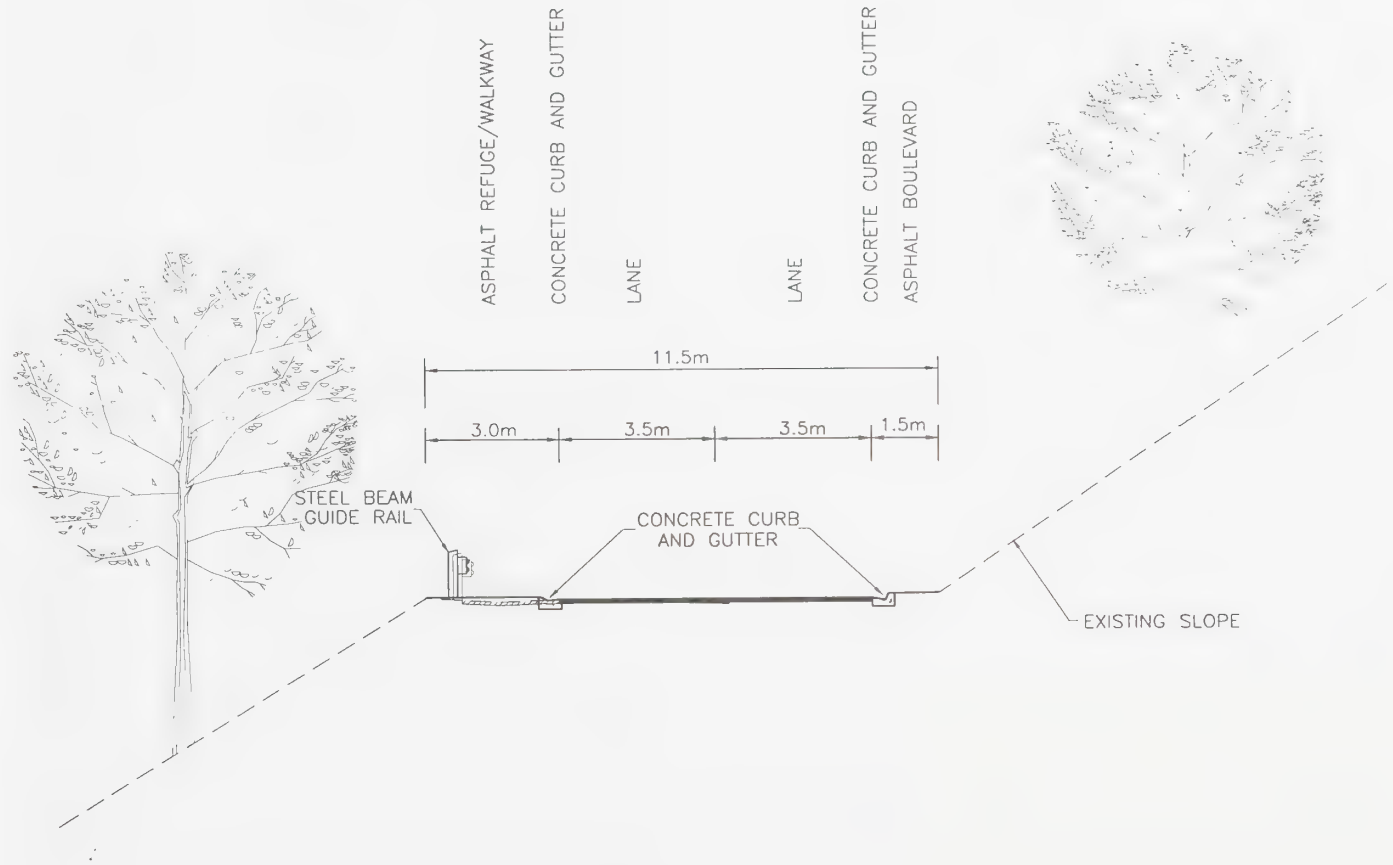
Natural Environment:	*The trees and wildlife of the area help define the James Mountain Road environment. Minimum impact is desirable.*
Traffic Law Enforcement:	*Speeding and illegal left turns on Markland St. should be enforced by the Police.*
Neighbourhood Traffic Infiltration:	*Conflicting concerns regarding through traffic on Markland St.*
Stormwater:	*Stormwater drainage should be better managed.*
Pedestrian Access:	*Conflicting concerns over need for pedestrian access along the road.*
Retaining Walls:	*Retaining wall needs to be as low and aesthetically pleasing as possible.*

CROSS SECTION

A preferred roadway cross section has been selected which best responds to problems identified and public input.

The proposed cross section, as well as factors which influenced the selection of each element of the cross section, are presented on the following sheets.

THE SELECTED CROSS SECTION



The Regional Municipality of Hamilton-Wentworth

JAMES MOUNTAIN ROAD

CLASS ENVIRONMENTAL ASSESSMENT

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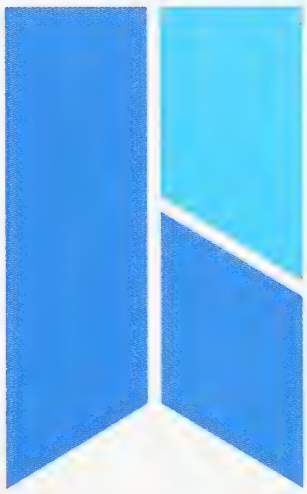

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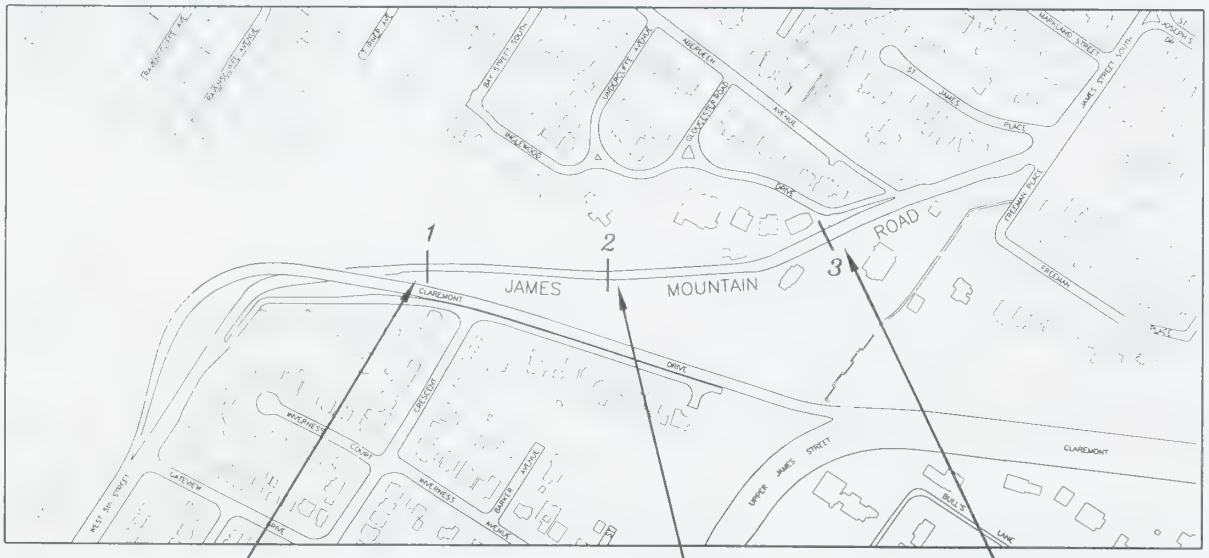
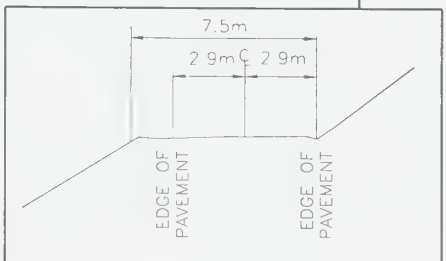
How much wider is the new roadway cross section compared to the existing one?

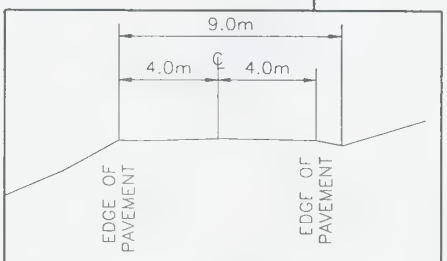
ROADWAY CROSS SECTION COMPARISON

The difference between the existing and the proposed roadway cross section varies from location to location.

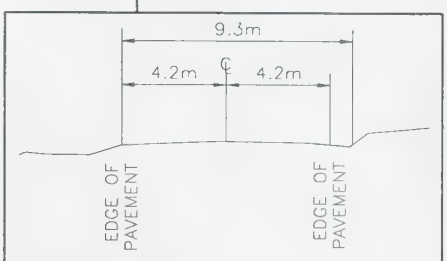




EXISTING CROSS SECTION No. 1



EXISTING CROSS SECTION No. 2



EXISTING CROSS SECTION No. 3

PROPOSED CROSS SECTION

In summary the proposed roadway will be 2.2m to 4.0m wider than the existing roadway.

ROADWAY ALIGNMENT ALTERNATIVES

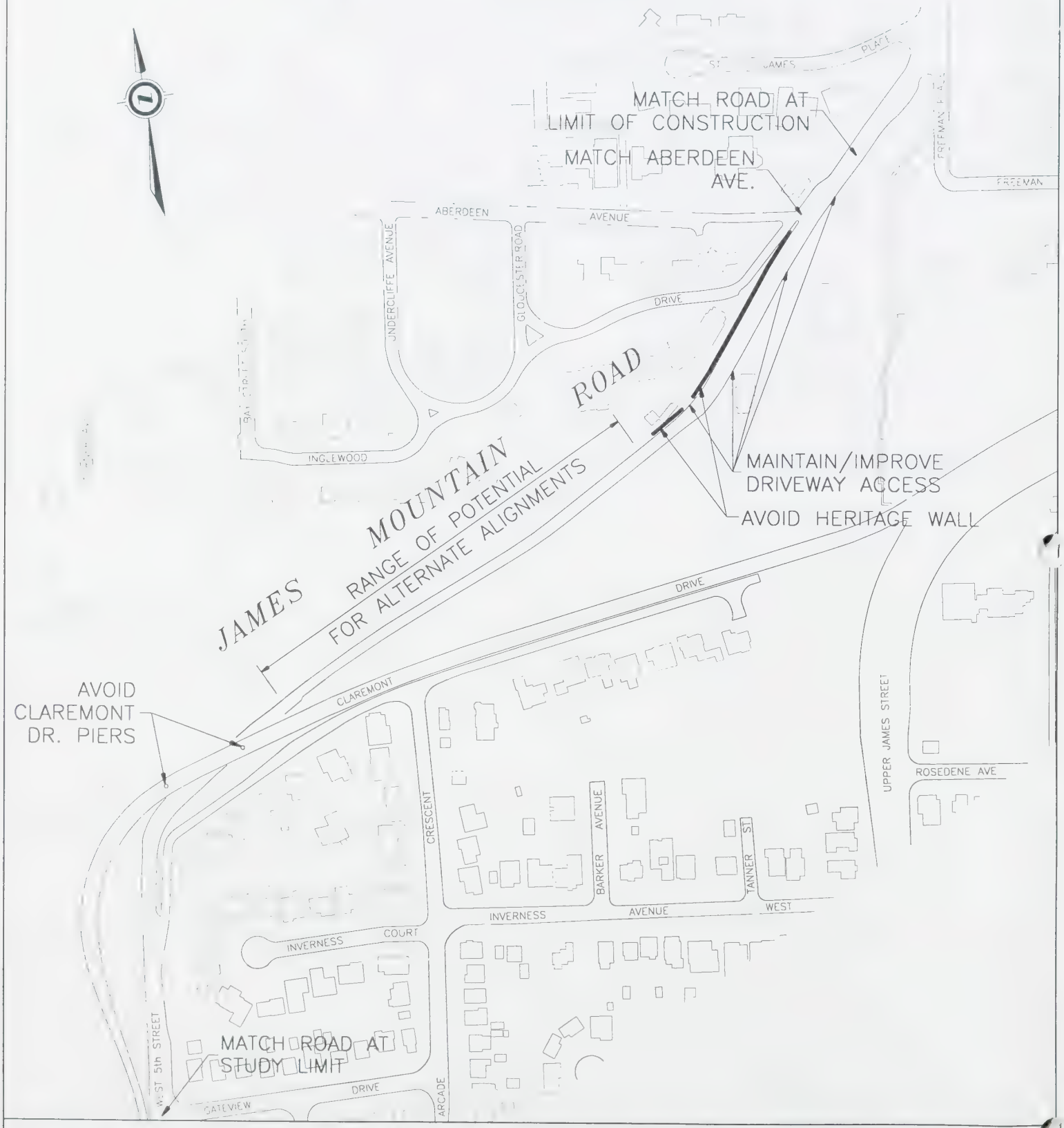
As indicated on the PROBLEMS/SOLUTIONS board, a preferred roadway cross section has been selected based on your input.

The question then becomes on which side will the road be widened – on the up slope (south) or down slope (north) side?

Several inflexible constraints limit our options in selecting an alignment. As you will see on the following map, these constraints include:

- *the Claremont Drive piers.*
- *the existing stone wall south of Inglewood Drive, which has been identified as having heritage value.*
- *maintaining or improving driveway access.*
- *matching sideroads as well as James Mountain Road and West 5th Street at the Study Limits.*

ROADWAY ALIGNMENT DESIGN CONSTRAINTS



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ROADWAY DESIGN EVALUATION

The following roadway evaluation tables reflect the various concerns you have raised regarding the reconstruction of James Mountain Road. This information has helped the Project Team select a recommended roadway design from the two alternatives identified previously.

COMPARATIVE EVALUATION OF ROADWAY RECONSTRUCTION DESIGN ALTERNATIVES

ECONOMIC ENVIRONMENT					
CRITERIA	**INDICATORS**	**RATIONALE**	**DATA SOURCE**	**ALTERNATIVE NO. 1**	**ALTERNATIVE NO. 2**
1. *Cost* a) Construction	• dollar amount required to design and construct retaining walls, roadway and mitigation measures (e.g., landscaping, period lighting, etc.)	Construction costs will differ depending on the alternative roadway realignment design selected.	• estimated costs based on Regional projects	• $2.0 million	• $1.75 million
b) Maintenance	• dollar amount required to maintain roadway (in addition to maintenance activities already assumed)	Additional maintenance costs represent a long term debt to the Region.	• actual costs based on ongoing maintenance activities	• $5,120.00	• $5,120.00
c) Property	• dollar amount required to purchase private property	Property acquisition costs will differ depending on the alternative roadway realignment design selected.	• assessment mapping • property assessor • legal surveys	• $250.00 (based on $6,000.00/acre)	• $1,100.00 (based on $6,000.00/acre)
2. *Business Impact*	• number and type of businesses impacted and the nature of the disruption (i.e., type and duration of impact)	Business activity can be impacted either through loss of property (long term impact) or construction activity (short term impact). The objective is to minimize both the long term and short term impacts, and to recognize the critical periods (months) for business activity adjacent to the road.	• assessment mapping • field visit • discussion with area businesses	• one business impacted during construction only • access maintained throughout construction • inconvenience only • duration 5 months	• one business impacted during construction only • access maintained throughout construction • inconvenience only • duration 5 months

COMPARATIVE EVALUATION OF ROADWAY RECONSTRUCTION DESIGN ALTERNATIVES

NATURAL ENVIRONMENT					
CRITERIA	**INDICATORS**	**RATIONALE**	**DATA SOURCE**	**ALTERNATIVE NO. 1**	**ALTERNATIVE NO. 2**
1. *Vegetation Impact* a) Canopy (Trees over 10cm diameter) b) Understory (shrubs & saplings) c) Groundcovers (grasses, wildflowers, etc.)	• number, species, age, condition, and significance (native, wildlife habitat value) • area, botanical quality, and significance • same as above	Extent and type of impacts to roadside vegetation will differ depending on roadway alignment. Knowledge of the type, location, and significance of the resource will assist in determining the type of mitigation required (replanting, management, etc.)	• field inventory by ecologists • geotechnical information • topographic mapping • communication with HRCA, NEC, Region	• estimated area of impact on canopy/understory/ groundcovers - 0.21 ha • trees removed - 48; • significant trees removed - 10 • fair opportunity for mitigation • moderate to high overall impact	• estimated area of impact on canopy/understory/ groundcovers - 0.31 ha • trees removed - 86 • significant trees removed - 5 • good opportunity for mitigation • moderate overall impact
2. *Wildlife Impact*	• number and types of wildlife habitat present in study area vicinity • observed and potential users (birds, mammals, reptiles, amphibians) and their relative significance	The vegetated Escarpment provides habitat for wildlife living and/or travelling through the study area. The objective is to minimize loss of critical habitat and to minimize fragmentation of habitats.	• field inventory • topographic mapping • communication with HRCA, NEC, Region	• no significant species, habitats or conditions are subjected to primary impacts • excellent opportunity for mitigation	• no significant species, habitats or conditions are subjected to primary impacts • excellent opportunity for mitigation
3. *ESA (Environmentally Significant Area) Integrity Impact*	• attributes which fulfil criteria for ESA; these reflect the quality, size, and significance of the ESA and its flora/fauna	The vegetation and wildlife, in conjunction with the Escarpment land form, are part of a larger ecosystem extending along the Escarpment. The impacts on natural conditions and functions of the ESA should be minimized.	• field inventory • geotechnical information • topographic mapping • communication with HRCA, NEC, Region	• green span corridor not significantly or permanently affected • no primary impacts or significant species, vistas and landscape contrast • impact on land form by introduction of wall • fair opportunity for mitigation	• green span corridor not significantly or permanently affected • no primary impacts or significant species, vistas and landscape contrast • good opportunity for mitigation

COMPARATIVE EVALUATION OF
ROADWAY RECONSTRUCTION DESIGN ALTERNATIVES

SOCIAL ENVIRONMENT					
CRITERIA	INDICATORS	RATIONALE	DATA SOURCE	ALTERNATIVE NO. 1	ALTERNATIVE NO. 2
1. *Visual Impact*	• degree to which vegetation removal, slope displacement, and roadway reconstruction (i.e., roadway realignment, laneway widths, guard rails, lighting, and signage) will change the visual character of the James Mountain Road landscape	The James Mountain Road Escarpment corridor has been identified as having a special character and provides a unique visual experience. Changes to the existing roadway curvature, with the displacement of vegetative slopes and the introduction of features into the roadscape, can have adverse effects to the visual resource of James Mountain Road. The intent is to minimize the visual impacts to this roadway corridor.	• study area field work by a landscape architect • photo inventory	• moderate to high impact • a detailed visual assessment has been completed and will be available for reference at the open house	• moderate impact • a detailed visual assessment has been completed and will be available for reference at the open house
2. *Private Property Impact*	• area of private property required for construction	The enjoyment of one's property is partially related to the amount of useable space the resident owns	• assessment mapping • study area/field trip • topographic mapping	• 150 square metres (area to be shown on map at open house)	• 750 square metres (area to be shown on map at open house)
3. *Noise Impact*	• change in sound level (dBA) the area residents will experience	Realignment alternatives will move traffic closer or farther away from area residents. This may increase or decrease the noise they hear in the future.	• topographic mapping • noise assessment study	• maximum increase in noise levels to year 2021 is 1 dBA • 1 dBA increase is not considered to be noticeable by the human ear	• maximum increase in noise levels to year 2021 is 1 dBA • 1 dBA increase is not considered to be noticeable by the human ear

COMPARATIVE EVALUATION OF ROADWAY RECONSTRUCTION DESIGN ALTERNATIVES

TRANSPORTATION					
CRITERIA	**INDICATORS**	**RATIONALE**	**DATA SOURCE**	**ALTERNATIVE NO. 1**	**ALTERNATIVE NO. 2**
1. *Safe Access to/from Driveways*	• degree of driveway visibility from James Mountain Road • area for manoeuvring off/on James Mountain Road	Motorists accessing properties directly adjacent to James Mountain Road should be able to do so in a safe manner.	• engineering standards • study area/field work • topographic mapping • discussion with property owners	• there is negligible impact on visibility since the driveways and the road in the vicinity of the driveways are not being moved • there will be no impact on the area for manoeuvring	• there is negligible impact on visibility since the driveways and the road in the vicinity of the driveways are not being moved • there will be no impact on the area for manoeuvring
2. *Roadway Safety*	• collision reduction (which is based on lane widths, number and severity of curves, grades, amount of visibility, and number of roadside obstacles)	Motorists travelling through the study area should be able to do so in a safe manner, with the least amount of confusion.	• engineering standards • topographic mapping • collision records	• the majority of the collisions are occurring on the curve at the top of the escarpment. The realignment of the curve and improved signing should reduce these accidents by as much as 80%. The improved cross section and other changes should reduce other collisions by 20 to 40%	• the majority of the collisions are occurring on the curve at the top of the escarpment. The realignment of the curve and improved signing should reduce these accidents by as much as 80%. The improved cross section and other changes should reduce other collisions by 20 to 40%
3. *Speed of Traffic*	• change in speed (which is based on lane widths, volume and type of traffic, severity of curves, grades, parking activity, spacing of driveways, and intersections)	Public input has identified speeding as a problem in the study area.	• speed studies • plans and profiles • traffic counts • discussion with area residents	• the wider lanes and improved alignment will likely result in a negligible increase in speed	• the wider lanes and improved alignment will likely result in a negligible increase in speed

COMPARATIVE EVALUATION OF
ROADWAY RECONSTRUCTION DESIGN ALTERNATIVES

GOVERNMENT POLICY/REGULATION					
CRITERIA	INDICATORS	RATIONALE	DATA SOURCE	ALTERNATIVE NO. 1	ALTERNATIVE NO. 2
1. *Niagara Escarpment Plan (NEP)*	• degree of conformity with Escarpment Natural Area and Urban Area land use policies and applicable development criteria (specifically, new development affecting steep slopes and ravines, water resources, wooded areas, and wildlife habitat, heritage, recreation, and transportation/utilities)	Portions of the James Mountain Road Study Area fall within the limits of the NEP. NEP land use policies potentially impacted by this project include the Escarpment Natural Area and Urban Area.	• consultation with NEC staff • Niagara Escarpment Plan	• moderate degree of conformity with NEP land use policies because of the impact on natural/heritage features of the road on both the upslope and downslope sides	• high degree of conformity with NEP land use policies because of the minimal amount of natural/heritage features impacted on the downslope side
2. *Hamilton Region Conservation Authority*	• degree of conformity with Ontario Regulation 151/90 (any proposal to place or remove fill material or alter existing grades	Portions of James Mountain Road are located within a regulated area associated with the Niagara Escarpment. As such, this area is subject to HRCA Fill, Construction, and Alteration to Waterways Regulations.	• consultation with HRCA staff • Ontario Regulation 151/90	• moderate degree of conformity with Regulation 151/90 because of the retaining wall construction required on both sides of road	• high degree of conformity with Regulation 151/90 because of the minimal amount of retaining wall construction required on one side of road
3. *Vision 2020 and Draft Regional Transportation Review*	• degree of conformity with the Region's commitment to sustainable development	Both Vision 2020 and the draft Regional Transportation Review provide long term community direction based on the principles and values of sustainable development.	• consultation with Regional and Area Municipal staff • Vision 2020 and Draft Regional Transportation Review	• high degree of conformity to sustainable development principles	• high degree of conformity to sustainable development principles

COMPARATIVE EVALUATION OF
ROADWAY RECONSTRUCTION DESIGN ALTERNATIVES

BUILT HERITAGE					
CRITERIA	**INDICATORS**	**RATIONALE**	**DATA SOURCE**	**ALTERNATIVE NO. 1**	**ALTERNATIVE NO. 2**
1. *Impact on Cultural Landscape of James Mountain Road*	• length and width of new pavement to be constructed within the roadway • length and width of new shoulder to be constructed within the roadway • length and height of retaining wall to be constructed within the roadscape • length and width of overhead tree canopy to be removed from within the roadscape (i.e. visible from road) • length and height of new safety barrier to be constructed within the roadscape • length of road curvature to be removed or straightened	James Mountain Road has been identified through public workshops as having a special character and through heritage assessment as being the earliest surviving mountain access still in use. Changes to the width and curvature of this roadway, together with the introduction of new, modern features into the roadscape and/or the loss of other landscape features, may have the potential to adversely disrupt the cultural landscape of the James Mountain Road. The intent is to minimize the disruption of the James Mountain roadway.	• proposed alternatives prepared by engineering discipline • input from other study disciplines	• 800 m x 7 m • 800 m x 3 m • 260 m length x 2.0 m average height • Approximately 35 m • 400 m x 0.95 m • 25 - 30 m	• 800 m x 7 m • 800 m x 3 m • None • Approximately 35 m • 400 m x 0.95 m • 25 - 30 m
2. *Impact on Cultural Heritage Features*	• length and proximity of new pavement to walls of heritage value	Cultural heritage features are important components of the environment and a community's history. They may be protected under a variety of provincial and local environmental, planning, and heritage legislation. The intent is to minimize the disruption of such features.	• proposed alternatives prepared by engineering discipline • results of heritage assessment report	• match existing edge of pavement adjacent to heritage wall	• match existing edge of pavement adjacent to heritage wall

RECOMMENDED ALTERNATIVE ROADWAY DESIGN

The proceeding tables highlight the impact Alternatives 1 and 2 would generate if constructed. Based on this analysis, the Project Team recommends Alternative Roadway Design #2.

This recommendation reflects the fact that Alternative 2 produces the same, or lower, impacts under every evaluation category (i.e., natural, social, economic, heritage, transportation and government policy) identified.

WORKSHOP OBJECTIVES

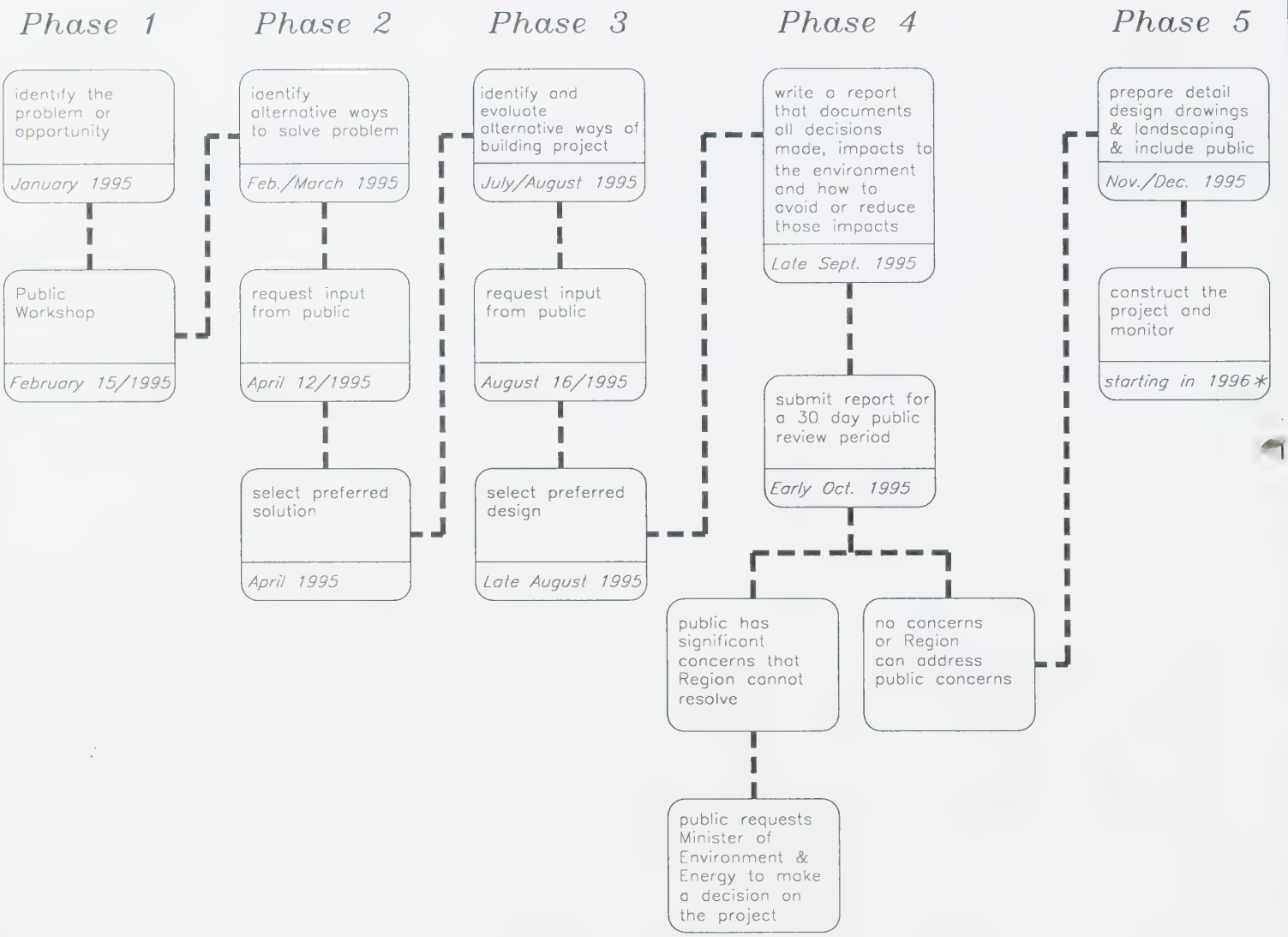
The Project Team is asking you to help them in the following ways:

- *to comment on the recommended cross section;*
- *to comment on the recommended roadway alignment design for James Mountain Road; and*
- *to comment on the recommended solution to the traffic management problems occuring in the James St., Markland St. and St. Josephs Dr. area.*

The best opportunity to obtain this help is through a public workshop. If you would like to contribute to the final decisions, please plan to attend the James Mountain Road Workshop:

Wednesday, August 16/95
7:00 p.m. - 9:00 p.m.
McNab Street
Presbyterian Church
116 McNab Street South

Class Environmental Assessment Study Schedule James Mountain Road



* subject to approvals and funding

The Regional Municipality of Hamilton-Wentworth

JAMES MOUNTAIN ROAD

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Philips Planning + Engineering Limited

WHAT'S NEXT?

After receiving your input at the August 16 workshop, the Project Team will recommend a roadway design to Regional Council. The series of events that lead to this recommendation will be documented in an Environmental Study Report (ESR). Once completed the Project Team will notify residents in the study area and advertise to the general public that the ESR is available for public review.

If, after reading the document, you have any questions or concerns please follow this procedure:

1) *Contact the following Regional staff as soon as possible to discuss your questions or concerns:*

   Pamela Hubbard, Environmental Planner, or
   Gerry Forbes, Project Manager
   Special Projects Office
   25 Main Street West
   Hamilton, Ontario
   L8P 1H1
   phone: (905)546-4277
   fax: (905)546-2385

2) *Arrange a meeting with the above staff if you have significant concerns that may require a more detailed explanation.*

3) *If you raise serious concerns, the Region will attempt to negotiate a resolution of issues. A mutually acceptable time period for this negotiation will be set. If this time frame is beyond the thirty day review period, you have an additional 7 calendar days to make a request to the Minister. If, at the end of this period the issues remain unresolved, the person or party may make a request to the Minister of Environment and Energy for a more intensive environmental assessment.*

If all concerns can be resolved within the thirty days, the Region will have approval to proceed with construction.

Comment Sheet / Questionnaire

Public Information Centre
Monday August 14, 1995
MacNab Street Presbyterian Church
116 MacNab Street South
Hamilton, Ontario

Comments and information are being collected to assist the Region of Hamilton-Wentworth in meeting the requirements of the Environmental Assessment Act. They will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments received will become part of the public record.

Please clearly print your responses to the following questions.

Please refer to the Public Information Centre display boards or information package when answering the following questions.

I. *Selected Roadway Cross-section*

The Project Team has designed a roadway cross-section that resolves the various problems identified through public consultation.

A. Do you have any specific concern(s) with any aspect of the roadway cross-section selected?

Yes _____ (please complete Part B) No _____ (please complete Part II)

B. Please identify your concern(s) and suggest how the selected roadway cross-section could be improved.

_____

_____

_____

_____

_____

_____

II. *Roadway Design Evaluation Criteria*

The Project Team has developed evaluation criteria to assess and compare roadway design Alternatives 1 and 2. Many of the concerns raised through public consultation are reflected in the evaluation criteria.

A. Do you have any specific concern(s) with the evaluation criteria the Project Team has developed?

Yes _____ (please complete Part IIB & IIC) No _____ (please complete Part IIC)

B. Please identify your concern(s) and suggest what change(s), addition(s) should be considered.

_____

_____

_____

_____

_____

Please turn over

C. Please indicate, by marking "X", the level of importance each evaluation criterion should be given when selecting a preferred roadway reconstruction design alternative.

EVALUATION CRITERIA	HIGH IMPORTANCE	MODERATE IMPORTANCE	LOW IMPORTANCE	NO IMPORTANCE
Private property impact				
Visual impact				
Cultural heritage feature impact				
Vegetation impact				
Business impact				
Roadway Safety				
Niagara Escarpment Plan				
Vision 2020/Regional Transportation Review				
Wildlife Impact				
Noise impact				
ESA integrity impact				
Cultural Landscape impact				
Cost				
Official Plans				
Hamilton Regional Conservation Authority				
Speed of traffic				
Safe access to/from driveways				

III. *Roadway Reconstruction Design Alternatives*

The Project Team has generated two roadway reconstruction design alternatives that involve placing retaining walls on the up-slope and down-slope (Alt. 1) or on just the down-slope (Alt. 2) face of the Escarpment.

A. Given the impacts each will generate, which alternative do you prefer?

Alternative 1 _____ Alternative 2 _____ Neither _____

Why? _____

IV. *Traffic Operation in the Study Extension*

Traffic congestion, increased collision potential during peak travel hours and public concern, directed the Project Team to examine traffic operations improvements in the Inglewood to St. Joseph's Drive area.

A. Which of the following solutions do you support?

i. _____ part-time left turn prohibition onto Markland Drive from James Street.
ii. _____ full-time left turn prohibition onto Markland Drive from James Street.
iii. _____ neither i or ii.
iv. _____ don't know/no opinion?

Why? _____

B. The Project Team has examined opportunities to alleviate confusion and congestion in the Study Extension and has recommended non-structural improvements. Do you support the following?

Move the bus stop on St. Joseph's Drive further east agree _____ disagree _____

Provide better signing for the upbound merge of 2 lanes into 1 agree _____ disagree _____

Why? _____

V. *General Comments*

Please use this space to record any other concerns/comments you might have (e.g. consultation opportunity etc.)

_____

Please leave your completed Comment Sheet in the drop box provided, or mail (before September 8, 1995) to:

Gerry Forbes, Project Manager
Roads Department
Predesign and Special Projects Division
Regional Municipality of Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, Ontario L8P 1H1

Name and Address (Optional): _____